

HEINZ BAKED BEANS

Their most surprising item, for why not bake your own beans?

Because of the great Heinz cookery. "People have their choice; and in three short years baked beans have become the largest item in the Heinz trade."

The very finest beans procurable and baked, not boiled.

Heinz Prepared Mustard

The best seed, ground without exposure to air. Nothing of its capricious pungency lost. Seasoned to a smooth, mild stimulant after the manner of the French.

Try these products and all others of the "57 Varieties." Heinz success due in a large measure to all their goods being unadulterated foods.

SOLD BY ALL GROCERS.

H. Hackfeld & Co., Ltd.

HONOLULU.

WHOLESALE DISTRIBUTORS

"Remember the Maine"

PLACE TO BUY

Beers Ales Wines and Liquors

IS THE

Maui Wine & Liquor Co.

OUR GOODS ARE RIGHT
OUR SERVICE IS RIGHT
OUR PRICES ARE RIGHT

We Want Your Trade and Will Do Our Best to Hold It.

The Lahaina National Bank

Chas. M. Cooke, Pres. C. D. Lufkin, Cashier Wm. Henning, Vice-Pres.
R. A. Walsworth, Director W. L. Decoto, Director

FIRST ANNUAL STATEMENT AT CLOSE OF BUSINESS, JUNE 30, 1907

| RESOURCES | LIABILITIES |
|--|-------------------------------|
| Loans, Discounts, Overdrafts..... 35,976.35 | Capital Stock..... 25,000.00 |
| Cash and Exchanges..... 11,604.16 | Undivided Profits..... 154.36 |
| U. S. Bonds..... 6,250.00 | Due to Banks..... 212.19 |
| Other Bonds (Quickly convertible)..... 12,110.00 | Circulation..... 6,250.00 |
| Premium on U. S. Bonds..... 220.00 | Deposits..... 35,281.46 |
| Furniture and Fixtures..... 1,175.00 | Dividend Unpaid..... 750.00 |
| Five Per Cent. Fund..... 312.50 | |
| \$ 67,648.01 | \$ 67,648.01 |

TERRITORY OF HAWAII, }
COUNTY OF MAUI, } ss

I, C. D. Lufkin, Cashier of the above named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

C. D. LUFKIN, Cashier.

Subscribed and sworn to before me this 2nd day of July, 1907.

HUGH M. COKE, Notary Public Sec. Jud. Circuit.

If there is anything you desire that is not carried in stock, remember that a word to us is all that is necessary, we'll to the rest.

We carry all the staple groceries, as well as the fancy. Dry Goods, Gent's Furnishings, Hardware, Hay and Grain.

We are headquarters for Baseball goods.

WAILUKU CASH STORE.

NOTICE.

Commencing with July 1st 1907, Train No. 7, Wailuku Freight will not leave Kahului until 1 P. M. daily, if.

Fine Job Printing at the Maui Publishing Co.

FOR SALE.

One Needham reed Organ, a bargain. May be seen at A. Fernandes Jr.'s, Paia Store.

Price \$65.
BERGSTROM MUSIC CO.
Honolulu.

MAKAWAO LINES.

In October, W. O. Aiken will start the construction of a new mountain house on Haleakala's summit. He will use funds collected by S. R. Dowdle.

A party of eight spent Monday night at the top of the "palace of the sun." They had fine views of the crater. With the party were Dr. Oppenheimer, Miss Nina Adams, Miss Bell, Miss Cameron and others.

Dr. Oppenheimer has been staying at Haleakala Ranch and Miss Adams is the guest of Mrs. Dowsett of Makawao.

Mrs. Mist, Miss Edith Mist, and Robert Mist of Honolulu are also guests of their relative, Mrs. Dowsett.

Henry Alexander of Haiku is harvesting his crop of pineapples. The yield is a heavy one.

The cannery at Haiku is still in full action. In a year or two a large new factory will be constructed by the Haiku Fruit and Packing Co. to meet the increased demands of the neighboring pineapple planters.

Mr. and Mrs. Watson, the parents of Mrs. W. M. Forbes of Honolulu, are visiting W. O. Aiken at Puuomalei.

Mr. and Mrs. Arthur D. Baldwin and son of Cleveland are at "Maluhia," Makawao.

Mr. and Mrs. Percy Horne of Kamehameha Schools are at Ildewild on Haleakala's slope. They ascended to the top last Monday.

The Ladies' Reading Club met at Mrs. D. C. Lindsay's, Paia, Thursday afternoon.

The Makawao Literary Society will meet at Mr. and Mrs. Henry Alexander's, Haiku, on Friday evening, the 23rd.

Kula should produce many fat cattle the coming season for all the pastures are green and the vegetation luxuriant. In truth the whole of Makawao District is a beautiful green.

PUUNENE LINES.

Mr. and Mrs. Wm. Lougher who spent their honeymoon with Mrs. Forbes at Waimea, Hawaii arrived per Kinau Aug. 10th. A special train was sent to Maalaea with a delegation of friends to meet them.

They are now living in the house formerly occupied by Mr. and Mrs. Searby.

Mr. and Mrs. Lougher were the recipients of many handsome wedding presents.

Mrs. Guy Owens, sister of the bride came on the "Claudine" to visit them for a few days. Mr. Guy Owens who has also been visiting in Puunene left for Honolulu Wednesday.

Mr. H. E. Savage left for Honolulu last Wednesday for his vacation. He has sailed on the "Nevadan" to visit his home in Oregon.

Miss A. Sawyer who has been spending several weeks with her sister Mrs. Wm. Searby and many of her old friends on Maui, sailed from Honolulu on the Steamer "Nevadan" to resume her duties as librarian of Mill's Seminary Oakland.

Mrs. Maloney of Lahaina has been staying with Mrs. Geo. Keeney for a week and returned home Thursday.

Mr. Frank Orbell who has been in the employ of Pioneer Mill Co. for three years is visiting in Puunene before leaving for Porto Rico where he has accepted a position as Mill engineer.

Last Thursday a fatal accident occurred in the machine shop, a Japanese was unfortunately caught in a belt, and before the engine could be stopped his skull was crushed, death resulting instantly.

An inquest was held and a verdict of accidental death returned.

Teachers Must be Punctual.

The members of the Board of Education put their feet down last Monday on two or three things. At their meeting, for one thing, it was decided that the practice some of the teachers have of going abroad for vacation and then asking for an extension of their leave of absence would have to be

checked, so a resolution was passed that in case a substitute was asked for it would be for the whole fall term, and in case a teacher failed to appear on time without notifying the board another teacher would be put in the position permanently.

This was brought up yesterday through the application of Miss Blanche Soper for an extension of her leave, although there were other cases in point. Miss Soper had been granted a leave of absence before school closed and asked that a substitute be provided until she could return. The substitute for the Normal School will be appointed for the term, therefore.

In the case of Canon Mackintosh's request for leave of absence, the same was granted for the fall term, but no salary will be paid during that time. A leave of absence for three months was also granted to C. F. True.

The resignation of Miss M. J. Courson of the Central Grammar School was accepted, and the former action of the board regarding the appointment of Mr. Muller to the Kailua school was sustained, in spite of the letter of Thomas Aliu of Ookaia.

An opinion from the Attorney General in the matter of the buildings and improvements put upon the grounds of the Puunene school by F. P. Rosecrans and the request of Mr. Rosecrans for compensation for the same was read. The Attorney General said:

"In response to your request for the opinion of this department as to the power of the Department of Public Instruction to pay to Mr. F. P. Rosecrans of Puunene, Maui, a certain sum for improvements which he has placed upon school premises there located, during the time of his occupancy thereof as a teacher, and, further, as to his right to remove the buildings referred to in your letter, and as to the right of the department to grant him permission to remove the same, we give you the following advice:

"Where additions have been made to school premises by the occupants thereof, and such additions are of such a permanent character as to become fixtures of course they can not without the consent of the Department of Public Instruction be removed from the premises controlled by the department. There is no legal reason why the Department of Public Instruction should not be permitted to pay for improvements placed upon its property if the department believes that such improvements are of value to it.

"As to the question whether or not it is a wise precedent to permit teachers to make improvements upon public property, and then claim the value thereof from the Territory, we do not advise you; but so far as the improvements referred to in Mr. Rosecrans' letter are concerned, it would seem that you should be somewhat guided by the course you would have pursued had Mr. Rosecrans applied to the Department of Public Instruction for the improvements which he from his own means supplied for himself. The department has the power to permit improvements upon school premises, placed thereon by the occupants or teachers, to be removed provided that such removal does not cause injury to the school premises."

The following resolution, passed on August 5, is being sent to each teacher, a gentle intimation that the sooner the teachers drop their outside work the better pleased the board will be. The resolution is:

"Resolved, That the board go on record as being opposed to the practice of its teachers engaging in pursuits which may in any way tend to take time or interest from school work. It is felt that, with the restoration of salaries, the board is entitled to the best efforts of all its teachers and that recreation time should be used for rest and recuperation rather than for other vocations."—Advertiser.

Carter's Strong Letter.

One of the last acts of the retiring governor was to sign a ringing letter to the Department of Commerce and Labor on the subject of coastwise shipping restrictions. In his letter Carter brings out a lot of new facts and arguments and sets them forth in his best and most forcible style. The letter is as follows:

August 12, 1907.

"E. T. Chamberlain, Esq., Commissioner of Navigation, Department of Commerce and Labor, Washington, D. C.

"Dear Sir: Permit me to acknowledge receipt of yours of June 18th, with its enclosure of J. D. Spreckels & Bros. Company's letter, from San Francisco, under date of June 11th. I cannot hope to compete with paid experts of corporations, who as you are aware, have heretofore played so important a part in shaping our national legislation. It is but natural that they should fail to recognize the position of the common people and the demands that the public are not making, in contradistinction to corporate interests.

"An administrative officer has often to meet perplexing questions concerning his duty. No one disputes that he is expected to enforce the laws, but every law is an abridgment of a private right as to some and the granting of privileges as to others. Thus its justice and permanency depends upon its usefulness to the majority. Every rule has its exceptions, and a law in our country which is obnoxious to the people will not stand for any length of time, nor will they long tolerate its enforcement. An administrative officer often will enforce an obnoxious law in order to secure its early repeal. But we in Hawaii realize that the coastwise law has much of merit in it, and do not believe that your department should enforce it in such a manner as to make it obnoxious, with a view to securing its repeal, for the lawmaking body, as I understand it, gave to the Secretary of Commerce and Labor the exclusive power and privilege of remitting such fines for violation of this Act as in his judgment he might think wise.

"To show how impossible it is to strictly enforce a law of this nature, which does not take cognizance of varying conditions, I need only ask if your department believes that, in the protection of Spreckels Brothers shipping interests, it was wrong for you to consent to the British ship Restorer carrying supplies to the marines located on Midway Island to keep them from starving, after they had generously divided their stores and food supplies with the large number who were landed there from the stranded "Mongolia"?

"I need not mention the fact that it has already been recognized that Guam and Samoa should be exempted from the application of this law, it being impractical of application there.

"Now, the public of Honolulu and this Territory, prior to annexation, enjoyed the passenger service of every steamer that stopped here. Thus commerce was enabled to grow because of the personal contact between buyer and seller, so essential to credit and trade. The application of the coastwise law to these islands, two thousand miles from the mainland, has in no way built up or fostered American shipping. Within the past year the Spreckels Brothers line itself, notwithstanding the encouragement of the coastwise law, has been obliged to withdraw all of its steamers but one. This, in conjunction with other losses, has deprived the people of Hawaii within the last year of over one third of the already restricted accommodations which they have been forced to accept since annexation.

"I have it on so high an authority as that of Mr. Schewerlin, General Manager of the Pacific Mail Steamship Co. that the trade of Hawaii is immaterial to his company. He stated in an interview lately in San Francisco that if he had to move a small coal pile from land of the Naval Reserve or pay ground rent for their coal storage (which is borne by all other steamship companies here) he would sooner cut out Honolulu from his service entirely.

"For a long time every effort has been made by the people of Hawaii to force the Pacific Mail Company to recognize the local trade and permit a small portion of each steamer to be set aside definitely for the Honolulu trade, so that those who might be here, for business or other reasons, could be sure of accommodations, and not be subject to the inconvenience, as has repeatedly been the case, of learning that they have booked with fifty or sixty other passengers desiring to leave and that the steamer can only take three or four additional passengers at Honolulu, thus being obliged to await another steamer of American register, lose their time and be greatly inconvenienced by the delay, during which they often see a British or Japanese passenger steamer arrive and depart. In fact, I may say the agitation of this question was started, not by the residents of Hawaii, but by visitors here, who claim-

ed it was the first time they had found that being an American (and in an American port) was a distinct disadvantage.

"It cannot reasonably be argued that the application of the coastwise law was ever intended for a port which had no rail communication with other parts of America. As I have already stated to you, in the development of our country there have been few features of more potency than the free interchange and travel of our people from one part of the country to another. This has not only made us homogeneous but has brought about the immense trade between the various states and territories. It cannot be claimed that it was the intention of Congress in the passage of this Act to hamper or restrict this free interchange of our commerce. The American drummer, the wonder of the business world, finds it most irritable to stop off with his samples in Hawaii expecting to catch a steamer which he sees scheduled to leave in a few days, and then learns that he can only travel on that vessel by the payment of a fine of \$200. He cables his principal that his expenses go on and his time is lost.

"If during the eight years that this law has been applied to Hawaii the passenger service from these islands to the mainland has been bettered or increased because of this protection, you would not find public spirited men in Hawaii opposing it. So far as I am aware, there has not been a murmur raised by the sugar planters against the restriction to American bottoms, though it costs them \$600,000 a year—a tax practically of \$4 per capita of our population.

"Our people do not ask an exemption for freight, but we do maintain common sense dictates that ordinary judgement be used in the application of our national laws.

"I presume those who have money invested in American ships will feel that they are acting rightly and humanely when, by insisting on its application, they subject the local naval authorities to keep one of their sailors here for three weeks in a dying condition: after his physician has stated that the only way to save his life was to send him to the coast. The application of the naval authorities for an exception has been denied and no transport or other American bottom would touch here for that length of time, although there have been two or more opportunities for placing him on an English vessel and thus saving his life perhaps.

"No community regrets more than this the action of Congress in failing to provide a subsidy, which would probably have maintained the Spreckels Brothers steamers in service. But in view of the fact that they have been obliged to take their steamers off, and the reputed statements of the Pacific Mail Steamship Company's officials that the passenger traffic from Honolulu is a matter of utter indifference to them and plays no part in their calculations, as well as other considerations, is not this Territory justified in demanding of the Secretary of Commerce and Labor that he use the discretion which Congress has given him, and remit all fines until such time as in his judgment the service of American steamers calling at this port warrants the application of the law in its full rigor.

"Very sincerely yours,
"G. R. CARTER,
"Governor."

PUBLIC AUCTION.

On Saturday, August 31st, 1907, in the Sugar Room of the Paia Mill, near Paia Depot, I will sell at Public Auction, commencing at 9 a. m., the household effects and personal property of Geo. W. Wilbur, as follows:

One Krueger Upright Grand Piano, Parlor and Bedroom Sets, Chairs, Rockers, Lamps, Rugs, Horses, Cart, Buggy, Saddles, Harness, etc., etc.

All nearly new and in good order.

TERMS CASH.

Lunch will be served at noon. Wailuku, Kahului and Puunene people can come on the morning train and return in the afternoon.

W. O. AIKEN,
Auctioneer.

LOST.

County of Maui Treasury Warrant No. 1439 issued to E. Wittrock for \$80.00, dated August 10, 1907, has been lost and payment of same stopped.

F. WITTROCK.

August 24, 31.